

## PROJECT 10073 RECORD

1. DATE - TIME GROUP 27 March 66 28/0130Z	2. LOCATION Between Salem and Ash Flat, Arkansas (1 witness)
3. SOURCE Civilian	10. CONCLUSION Insufficient Data
4. NUMBER OF OBJECTS One	Form 164 requested over 30 days and not returned as of this date. If form is returned sighting will be reevaluated.
5. LENGTH OF OBSERVATION less than 1 minute	11. BRIEF SUMMARY AND ANALYSIS Shape of object was roughly elliptical. About 20' long, 15' wide. Dark gray or black. Object had 25-30 small lights at approx one foot intervals along bottom circumference. Observer was driving along road and almost collided with object which was hovering about 3 or 4 ft above road. Upon disappearance object was directly overhead. Object was visible for less than one minute. He stated that as he slowed to avoid striking the object, he could easily see the sights of the object illuminate the highway. As he approached the spot where the object was hovering, his automobile lights went out, his engine died and the lights from the object also died. As the result of this near miss, his high beam lights and tail lights were completely inoperative. He alighted from his stalled car
6. TYPE OF OBSERVATION Ground Visual	
7. COURSE N/R	
8. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
9. PHYSICAL EVIDENCE <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	(cont'd on back)

FORM  
FTD SEP 63 0-329 (TDE) Previous editions of this form may be used.

and could see nothing. After a period of 10 to 20 minutes he was able to restart his car, after replacing a fuse. He discovered his low beam lights working. He proceeded to a service station and had new head and tail lights installed. He then proceeded to his destination without further trouble.

DISAPPEARANCE OBJECT WAS DIRECTLY OVERHEAD. FLIGHT PATH WAS UNKNOWN. MANEUVER OF STRAIGHT ASCENT WAS LAST OBSERVED. OBJECT WAS VISIBLE LESS THAN ONE MINUTE. PART III. MANNER OF OBSERVATION. GROUND-VISUAL. PART IV. TIME AND DATE OF SIGHTING. 0130-0200 ZULU 28 MARCH 1966. NIGHT. PART V. LOCATION OF OBSERVER. DRIVING ALONG U.S. HIGHWAY 62 BETWEEN SALEM, ARKANSAS AND ASH FLAT, ARKANSAS. EXACT LOCATION UNKNOWN. OBSERVER NOT FAMILIAR WITH OZARK MOUNTAIN ROAD. PART VI. IDENTIFYING INFORMATION ON OBSERVER. MR. W. [REDACTED] AGE 34, [REDACTED], MEMPHIS, TENNESSEE. WKNOTV ENGINEER. RELIABILITY UNKNOWN. SPEAKS INTELLIGENTLY. PART VII. WEATHER AND WIND. NO SIGNIFICANT WEATHER. WIND NEARLY CALM. BLYTHEVILLE AFB WEATHER REPORTS SURFACE WING 310 DEGREES AT FOUR KNOWTS. CEILING 8,000 BROKEN, 12,000 BROKEN, BECOMING OVERCAST. SEVEN MILES VISIBILITY. NO THUNDERSTORMS. VERTICAL TEMPERATURE GRADIENT ISOTHERMAL TO 6,000 FEET. TEMPERATURE 43 DEGREES TO 5,000 FEET. PART VIII. LT COLONEL ROBERT F. CLARK, USAF, RESIDES APPROXIMATELY TEN MILES NORTH OF AREA OF ALLEGED OBSERVATION REPORTS NUMEROUS FIELD AND WOOD FIRES DURING PERIOD. OBSERVER DEFINITELY STATES

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THERE WERE NO SUCH FIRES OR SMOKE IN AREA OF OBSERVATION. PART IX. A TELEPHONE CALL TO HORSESHOE BEND ESTATES LOCATED IN IMMEDIATE VICINITY OF THAT PORTION OF U.S. HIGHWAY 62 REVEALS THAT THERE WERE NO FLIGHTS IN PROGRESS DEPARTING FROM OR LANDING AT THEIR 5,000 FEET LANDING STRIP DURING THE EVENING OF 27 MARCH 1966. PART X. CHIEF INTELLIGENCE, 97TH BOMB WING (SAC). FIRE, SMOKE, OR THE SEMERAL LIGHTS OF AN AIRCRAFT LANDING OR DEPARTING A SMALL STRIP ABOUT TWO MILES SOUTH OF THE HIGHWAY APPEARED TO BE THE OBJECT OF THIS OBSERVATION. THE OBSERVER DENIES THE POSSIBILITY OF ANY OF THESE POSSIBILITIES. HE ADMITS THAT HE WAS DRIVING ALONE AND HAD JUST COME FROM

458-25  
38104/21

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Pontian 164  
27 March

30 MAR 66 03 34z

WPB253C ZCSQ E227 ZCW YA128

PP RUCDSQ

DE RUWGHU 2003 0890016

ZNY CCCCC

P 292340Z

FM 97BOMWG BLYTHEVILLE AFB ARK

TO RUWMFVA/ADC

RUWGKG/29 AIRDIV RICHARDS GEBEUR AFB MO

RUCDSQ/FTD WPAFB OHIO

RUEAHQ/AFNIN WASH DC

RUEAHQ/SAFOI WASH DC

INFO RUWGAA/2AF BARKSDALE AFB LA

BT

**PRIORITY**

*REB*  
*WOW!*  
*1-4 EWRC*

*CCN-91*

97BOMWG DCOI/24024 MAR 66. TO ADC ENT AFB COLO,  
29 AIRDIV RICHARDS-GEBEUR AFB MO, FTD WPAFB OHIO, AFNIN WASH DC, SAFOI  
WASH DC. INFO: 2AF BARKSDALE AFB LA, 42AD. SUBJECT: UFO REPORT.  
PART I OF XI PARTS. DESCRIPTION OF OBJECT. SHAPE WAS ROUGHLY ELLIPT-  
ICAL. SIZE WAS TWENTY (20) FEET LONG, FIFTEEN (15) FEET WIDE, HEIGHT  
UNKNOWN. COLOR DARK GRAY OR BLACK. NUMBER SIGHTED ONE. TWENTY FIVE  
TO THIRTY (25-30) SMALL LIGHTS AT APPROXIMATE ONE FOOT INTERVALS ALONG  
BOTTOM CIRCUMFERENCE. NO EXHAUST OR SOUND DISCERNED. PART II. DES-  
SCRIPTION OF COURSE WITH OBJECT. OBSERVER WAS DRIVING ALONG ROAD AND AL-  
MOST COLLIDED WITH OBJECT, WHICH WAS HOVERING ABOUT THREE OR FOUR FEET

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ABOVE ROAL. ANGLE OF ELEVATION WAS BETWEEN ZERO AND FIFTEEN DEGREES.

WPA048

6 SEP 66 22 31z

RF TU JAW RUEDWXA 0939 24922 05-UUUU--RUEDFIF.

DE RUWGHU 1219 2491959

ZNR UUUUU

R 061710Z SEP 66FM 97BW BLYTHEVILLE AFB ARK

TO RUWMFVA ADC ENT AFB COLO

RUWG KG /29ADIV RICHARDS GEBAUR AFB MO

RUEDFIF /FTD WPAFB OHIO

RUEDHQA AFNIN WASH DC

RUEDHQA SAFOI WASH DC

INFO RUWGAA /2AF BARKSDALE AFB LA

ZEN /42ADIV BLYTHEVILLE AFB ARK

BT

UNCLAS DCOI 04066 SEP 66. TO ADC ENT AFB COLO, 29 AIRDIVISION RICHARDS-GEBAUR AFB MO. FTD WPAFB OHIO FOR TDETR, AFNINWASH DC, SAFOI WASH DC. INFO 2AF BARKSDALE AFB LA AND 42AD.

SUBJECT: UFO REPORT. PART ONE OF TWO. REQUEST ALL ADEES DOWNGRADE  
THE SECURITY CLASSIFICATION OF DCOI MESSAGES 04024 MARCH 66 AND  
04062 AUG 66, SUBJECT: (U) UFO REPORT, FROM CONFIDENTIAL GROUP 3  
TO OFFICIAL USE ONLY. PART TWO. FOR TDETR. THIS CONFIRMS OUR  
TELECON OF 02 1750Z SEP 66.

BT

CCN #82

S ETR

RECORDING SEVERAL HIGH SCHOOL FRIENDS AT FORTRESSVILLE, PENNSYLVANIA. HE STATES THAT AS HE SLOWED TO AVOID STRIKING THE OBJECT, HE COULD EASILY SEE THE SIGHTS OF THE OBJECT ILLUMINATE THE HIGHWAY. AS HE APPROACHED THE SPOT WHERE THE OBJECT WAS HOVERING, HIS AUTOMOBILE LIGHTS WERE EXTINGUISHED, HIS ENGINE DIED, AND THE LIGHTS FROM THE OBJECT WERE ALSO EXTINGUISHED. AS THE RESULT OF THIS NEAR MISS HIS HIGH BEAM LIGHTS AND TAIL LIGHTS <sup>w</sup>ERE COMPLETELY INOPERATIVE. HE <sup>COULD</sup> ALIGHTED FROM HIS STALLED CAR AND <sup>w</sup>OULD SEE NOTHING. AFTER A PERIOD OF TEN TO TWENTY MINUTES HE WAS ABLE TO RESTART HIS CAR, AFTER REPLACING A FUSE. HE DISCOVERED HIS LOW BEAM LIGHTS WORKING. HE PRO-

[REDACTED]  
KFM

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CEEDED TO A SERVICE STATION AND HAD NEW HEAD AND TAIL LIGHTS INSTALLED. HE THEN PROCEEDED TO MEMPHIS WITHOUT FURTHER INCIDENT. PART XI MR BROOK POSSESSES FIFTEEN REELS OF TAPE WHICH WERE WITH HIM ON THE NIGHT OF THE ALLEGED OBSERVATION. HE STATES THAT THESE TAPES ARE RUINED AS THE APPARENT RESULT OF A MAGNETIC ERASURE. THIS VOID AREA BEGINS ON THE OUTSIDE DIAMETER OF EACH REEL AND PROCEEDS INWARD TOWARD THE CENTER OF THE REEL. AS THE TAPE IS PLAYED IT IS EVIDENT THAT THE VOID IN THE RECORDING OCCURS AT THE SAME RELATIVE SPOT AS THE TAPE IS UNWOUND. THESE TAPES ARE AVAILABLE FOR FURTHER INSPECTION. GP-3.

BT

[REDACTED]  
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NNNN

SALEM <sup>44TH FLW</sup>, ARK. 27 MAR

~~280130Z~~  
28/0130Z

FTD (TDEW)  
Wright-Patterson AFB, Ohio 45433  
5 April 1966

APR 5 1966

[REDACTED]  
Memphis, Tennessee 38104

Dear Mr. [REDACTED],

Reference your recent unidentified observation of 27 March 1966. The information which we have received is not sufficient for evaluation. Request you complete the attached FTD Form 164 and return it in the envelope provided.

We wish to thank you for reporting your observation to the Air Force.

Sincerely,

*Neil H. Perkins*  
HECTOR QUINTANILLA, Jr, Major, USAF  
Chief, Project Blue Book

OPTIONAL FORM NO. 10  
MAY 1962 EDITION  
GSA GEN. REG. NO. 27